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- During the summer of 1953, concreting work was under way at Oranienburg airfield and the following material was used for 1 cubic meter of concrete: 6 hundredweights of cement, 1,020 liters of gravel and 210 liters of chippings. Construction work was being done on a fuel dump at the spur track to the field. A total of 40 containers, each with a capacity of 24,000 liters, were scheduled to be built. Groups of five containers each were connected by a line. No pumping installation was available as yet. The airfield was allegedly to be completed by 30 October.
 - 2. A transformer station was being established at the airfield, 120 meters west of the Granienburg canal, about 100 meters north of the road via the Velten bridge. On 26 October, a conference was allegedly held between the German construction staff at the field, the Bauunion Brandenburg and other agencies with regard to the future assignment of the fatigue details previously employed at the field.
 - 3. In late October, filler necks were being fitted on the fuel containers of the fuel dump at the field. At the beginning of November, workers started filling the pits and covering the fuel installation with earth 1 meter high and subsequently covering it with scd. This work was completed by 24 November, A barbed wire fence was being built around the fuel dump. A small building was being eracted in the southeastern corner of the fuel dump and a low wooden building southwest of the epur track.
 - The small brick building east of Wilhelminenhor was provided with a roof of prepared roof paper. Near this building, the fence turned and extended to the transformer house. On 23 October, source observed a cable ditch behind the transformer station. A cable was being laid in the ditch and subsequently covered with bricks in mid-November. At the same time, the transformer house was being provided with iron doors.
 - 5. At the end of October, an estimated 60 workers were employed at the field. Every night beginning around 20 October, the northern entrance to the field was lighted. Source observed that grass was growing on the recently plowed and sown areas north and south of the runway.

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20/(1			7
3-3	7。	In November, workers started filling up the fuel dump withree groups of containers each consisting of 10 contain of 12 containers. All of the containers had the same sit of 25,000 liters. The fuel dump was being surrounded by the airfield in mid-November. The spur track terminated the rails formerly leading to the runway had been disman	ners and a fourth group ze, each with a capacity an extra fence within at the fuel dump, after
	8.	In mid-November, two new entrance gates were being built and the other one near Annahof. A lead covered cable, 5 laid in the ditch leading; from the small transformer how the fuel dump and hangar.	cm in diamer, was being
25X1 25X1	⁻ 9 _e	Lieutenant Colonel Romanenko (fnu) was only seldom seen dissolved his office in Oranienburg and allegedly transfairfield. On 20 November, 85 workers were employed at engaged in grading work. There were no Soviet or German	ferred to Schorfheide the field and mostly
	10.	Construction work on the fuel dump was nearing completed of November. A brick superstructure for filling and draw fitted on each container. Subsequently, the containers we between the spur track and the fuel dump, an additional being laid for the railroad tank cars. This railroad side 60 meters beyond the fuel dump in a southeasterly direct	ving off fuel was were covered with earth, railroad siding was ling extended about
25X1	110	The field was unoccupied prior to 22 November and no indoccupation was observed. Construction work at the fuel fuel containers were being covered with earth and sods. flat roof was observed 200 to 250 meters east of the point entered the airfield.	dump continued and the A new building with a
25X1	12.	On 13 November, an empty train of 40 cars, which first warrived at Oranienburg. On the same day at 10:30 a.m., to for Jueterbeg Altes Lager. The train consisted of 5 box wearing black-bordered blue epsulets, 15 closed boxcars, carrying one truck each, 9 flatears with sideracks carry	this train left cars carrying troops 7 flatcars with sideracks
25X1		2 searchlights, and 4 flatcars with sideracks loaded with	th bille ting equipment. lenburg for Schwerin. black-tordered blue epav-
25X1 25X1 25X1 25X1	1° [Comment. It is believed that work at the field by the see Annex of Se	
25X1	2。	Comment. Lieutenant Colonel Romanenko was previous	
25X1		representative of the Soviet Air Force construction staff Romanenko belongs to the at 1 to 3 Olbricht Strasse in Leipzig.	e Cottbus Starr Litvinov

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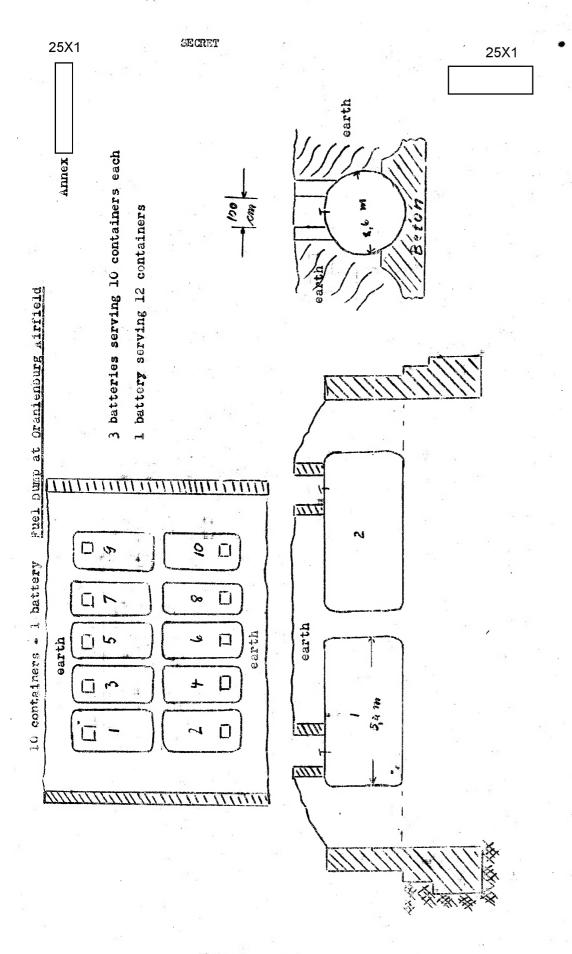
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Comment. The train which left Oranienburg for Justerbog Altes Lagar probably carried construction personnel and construction equipment. It has not been determined whether improvement work at Justerbog Altes Lagar airfield, which was planned in Merch 1953 and later was given up will done now. The shipment for Schwerin possibly was destined for the alternate airfield at Buckholz where only minor repair work may have been intended.

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